



SEP 23 '21 PM12:11

## **Planning Board**

Seekonk Town Hall  
Planning Board Meeting Room  
100 Peck Street, Seekonk, MA 02771  
1-508-336-2961

### **AGENDA**

**September 28, 2021**

**7:00 p.m.**

**Selectmen Meeting Room  
Seekonk Town Hall  
100 Peck Street  
Seekonk, MA**

**Type of Meeting: Regular Meeting, and Work Session**

*More information on each item can be found on our website—[www.seekonk-ma.gov](http://www.seekonk-ma.gov) under  
Departments>Planning>Agenda items*

### **Work Session:**

- a. Master Plan Discussion
  - **Public Facilities and Services**
  - **Transportation**
  - **Land Use Element Introduction**
- b. Letter of Support for the Open Space and Recreation Plan

Correspondence:

### **Adjournment**

*The Board shall not take any new agenda items after 10:00 PM absent a vote to do so by the majority of the Planning Board then sitting.*



Planning Board  
100 PECK STREET  
SEEKONK, MASSACHUSETTS 02771  
1-508-336-2961

### MEMORANDUM

To: Seekonk Planning Board  
From: John J. Aubin III, Town Planner  
Date: September 28, 2021  
Re: Master Plan update workshop: Public Services and Facilities

---

It is respectfully requested that the Planning Board conduct a work session on the Public Services and Facilities Element of the Seekonk Master Plan. Substantively the plan is divided into two main sections; a summary of key information analyzing demographic information in Seekonk and a set of goals and strategies for the element. Attached please find copies of the currently adopted (2012) Public Services and Facilities Element, as well as, the draft update to the element prepared in 2019 in conjunction with the Southeast Regional Planning and Economic Development District (SRPEDD) the regional planning authority for Bristol County.

The 2012 Master Plan included the following Objective (Goals) and provided specific implementation actions for the Public Services and Facilities element as noted below:

1. Develop and maintain funding tools toward continued investment of public services through:
  - a. Support of a diverse tax base,
  - b. Use of public/ private partnerships in support of vital facilities,
  - c. Consideration of place-based zoning/ economic development tools such as Parking Improvement Districts or Business Improvement Districts,
  - d. Consideration of district improvement financing, and
  - e. Continue to require performance guarantees and maintenance agreements for new developments
2. Develop and maintain meaningful information that will help prioritize investment in municipal facilities and services through:
  - a. Continued support of the Capital Improvements Committee and Capital Improvement Program,
  - b. Standardization of facility evaluation procedures to report and assess facility needs and creation of a Town-wide facilities database,
  - c. Development of regular departmental reports of important facilities and services matters to the Board of Selectmen,

goals and actions and respectfully requests the Planning Board, after the work session, review the 2012 goals and actions together with the proposed goals and strategies presented in the draft Public Services and Facilities Element in consideration of continued inclusion of all or part of the 2012 goals and actions in the updated Master Plan. No formal vote of the Planning Board is required at this time.

Thank you.

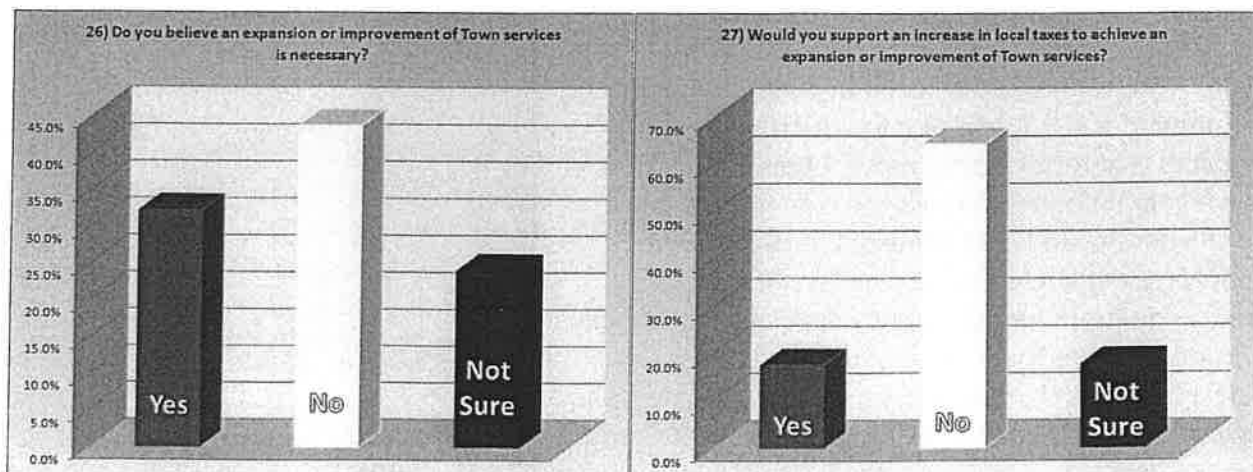
## The Public Facilities and Services Element

Planning for public facilities is central to comprehensive community planning as this topic addresses the highest levels of investment that will occur from municipal funds and directly impacts the present and future quality of life for all residents and business owners. The location, capacity, and timing of new facilities will also directly shape patterns of land development in Town and can help to reverse decades of negative impacts to surface water resources. New and expanding facilities and services for Seekonk's evolving population need to be planned in a way that distributes costs equitably, with benefitted parties bearing costs consistent with the benefits to them.

The public survey distributed as part of this Master Plan Update showed general satisfaction with public facilities and services in the community including:

- Town Hall;
- Schools;
- Land Conservation;
- Recreational Facilities;
- Library Services;
- Public Safety;
- Fire Protection;
- Road Maintenance and Drainage;
- Wastewater Management;
- Water Supply;
- Social and Senior Services; and
- Education and Outreach.

Despite the general satisfaction with the level of facilities and service in the Town today, respondents were divided on how to approach the future. Specifically, 32% of respondents agreed that expansion of services would be necessary, 44% disagreed, and 24% were unsure. Also of importance, regardless of whether an increase in services does occur, 60% of respondents would not support an increase in tax rates to fund that expansion.



Public facilities and services were also discussed specifically during the second Master Plan Public Forum held on November 1, 2011. Participants suggested where public facilities and services could be enhanced in the community. A priority topic of discussion related to needs was senior facilities and services. Many community members felt that there was a great need for a senior center and/or a combined community center that provided senior services. This issue is discussed in more detail in the following section.

Another discussion item was pedestrian amenities, such as sidewalks in rural areas or in village settings such as Luther's Corners and Baker's Corners. Many residents felt that Luther's Corners and Baker's Corners were not pedestrian-friendly, although they did have the potential to be in the future. Access through and between properties in these areas as well as more pedestrian-friendly streetscapes were suggested improvements.

This chapter will focus on public facilities and services in Seekonk and highlight some of the current formative issues for public facilities and services. At the end of the chapter, a list of recommended actions is provided.

## **Formative Issues and Goals**

### **The Local Tax Base**

Public facilities and services are typically funded through public funding sources, the majority of which can be traced to the municipal property tax levy. The relationship between Seekonk's tax base is examined in more detail in the Economic Development element of this Master Plan Update. The brief analysis provided in that element illustrates that the link between public services and economic development is a centerpiece of the quality of life enjoyed by the residents of Seekonk today. Outreach performed as part of the Master Plan Update showed that the level of residents' awareness of this link is variable. Notably, the majority of residents were not in favor of increasing taxes in order to pay for increases in services. Therefore, it will be critical for Seekonk to actively pursue expansion of their commercial and industrial sectors if future increases to public services and facilities will not result in an increase to the residential tax rate.

### **Infrastructure Costs and Growth Patterns**

One of the central issues faced by rural/suburban communities is the cost of infrastructure and services that result from a more "spread out" development pattern across the community. Most of the developed land in Seekonk today is single-family residential homes at a variety of densities, and a significant amount of this development could be added to the Town under current regulations. These residential areas, when properly designed, can provide attractive neighborhoods that contribute to



*Larger lot residential development places significant levels of stress on municipal services.*

the character of Seekonk as mentioned by many residents interviewed as part of the Master Plan Update process. Residents who responded to the survey reaffirmed this idea by showing a preference for “new neighborhoods with larger lots to provide each house with ample space even if it means more land will be used to build these neighborhoods.” However, one significant drawback from this pattern of development is the high service burden it places on the Town with much higher “per capita” costs for snow removal, roadway maintenance, utility installation, and emergency services. The Town will therefore need to examine different development models moving forward to consider where it may be appropriate to consider larger lots versus where the Town can reap the fiscal rewards of tighter, more efficient forms of development.

### **Senior Services**

The continued aging of the “baby boomer” population is a national phenomenon that many communities are proactively trying to address. This increase in the senior population, coupled with the housing crisis and rising health care costs, creates a situation where local governments must compare their existing senior service capacity against demands that are already rising. During the course of interviews and outreach, many participants recognized the emerging urgency of these issues and were particularly concerned with needs that may be exacerbated due to the hard economic conditions.

### **Interdepartmental Communication**

One of the most important aspects of providing public services and facilities is the efficiency of daily government operations and the coordination of overlapping issues between departments. In interviews with municipal officials with regard to their ability to coordinate duties, one of the more challenging communication issues occurs with departments being located in different buildings. This is a very common challenge for local governments throughout New England. With Seekonk’s safety officials, the Department of Public Works, the School Department and Town Hall located in separate facilities, it can be challenging to involve all relevant agencies in a discussion as new information becomes available or as people try to coordinate busy schedules. As priorities need to be set for finite budgets and human resources, the installation of communications technology and simple “best practices” can significantly enhance the ability of groups like the Board of Selectmen, the School Department, the Recreation Department, and others set priorities and make decisions in a more informed manner.

### **Capital Improvement Procedures**

The Town of Seekonk began using an annual capital improvements plan development process several years ago in which a Capital Improvements Committee gathers information from various municipal departments and develops recommendations for the Town Administrator. Recommendations for future funding of improvements are eventually incorporated into the municipal budget and presented at Town Meeting for approval. This procedure continues to evolve and several individuals/departments interviewed as part of the update process suggested improvements in the continuing effort to streamline important processes in local government. These suggestions are addressed in the action items below as well as a continued re-examination of this process moving forward.

## Wastewater Management

The Town of Seekonk has been debating the costs and benefits to providing centralized wastewater treatment in the Town for decades. While many people see the potential economic and environmental benefits of a well-planned sewer system, others are more fearful of opening up marginal lands to development and opening the door to growth at an unsustainable rate. The tension between fostering growth in areas like the Route 6 corridor, mitigating impacts from septic systems to the Runnins River, and maintaining growth control over other areas of Town that suffer from traffic congestion is indicative of a lack of consensus in the community over the idea of investing in sewer infrastructure. Seekonk is at a critical point in its evolution and must gather the right information to make informed decisions on this matter.

## Objectives and Actions

**Objective PSF-1: Develop and maintain funding tools toward the continued investment of public services and facilities.**

### Actions:

- a. Pursue those actions within the Economic Development element of the Master Plan designed to maintain a strong and diverse tax base.
- b. Explore and encourage public/private partnerships that help to fund and maintain the viability of specific facilities similar to the Friends of the Library.
- c. Consider “placed-based” tools such as Parking Improvement Districts or Business Improvement Districts (BIDs) that can help to raise money toward infrastructure and facilities improvements.
- d. Identify areas where individual facilities could be financed through the use of District Improvement Financing (DIF).
- e. Continue to require performance guarantees and maintenance agreements for facilities created as part of subdivisions or other development proposals (e.g., stormwater treatment facilities, private roads and rights of way, photovoltaic facilities, etc.)

*“Place based” tools like those mentioned here generate revenue through dues or fees. A BID uses revenue from the dues of its members, while a Parking Improvement District collects money from paid parking. In both cases, this money is then ear-marked for investment in that same district. So streetscape improvements, snow removal, signage and other features can be financed with these funds.*

**Objective PSF-2: Develop and maintain meaningful information that will help to prioritize investment in municipal facilities and services.**

### Actions:

- a. Continue to support the Capital Improvements Committee in their efforts to study individual facilities in a detailed manner and on a regular basis to inform the Capital Improvement Program.
- b. Maintain standardized facility evaluation procedures (e.g., form evaluations and updating the Five Year Capital Plan) that can be updated by department heads or department staff on facility needs and entered into Town-wide facilities database.

- c. Develop a system of regular face-to-face communication in which all departments can report important facility and service related information to the Board of Selectmen and the Town Administrator.
- d. Develop a fiscal impact analysis tool based on the “buildout” of the community that can show the relative impacts of different zoning by-law provisions on the fiscal budget.
- e. Continue to develop the municipal Geographic Information System (GIS) in a manner that integrates important facility-based information into the database.
- f. Develop a standard process for integrating the long-term costs of new facilities into the decision making process including, but not limited to, staffing of new facilities, accessory equipment needs, regular maintenance, and utilities.
- g. Continue to closely track school enrollment to ensure an efficient use of school building facilities.
- h. Continue to update both the Housing Production Plan and the Open Space and Recreation Plan as necessary to ensure that baseline data and strategies represent current conditions.

**Objective PSF-3: Improve inter-departmental communication, and provide a transparent decision-making process under an efficient government structure that meets community needs.**

**Actions:**

- a. Survey the community to determine whether Open Town Meeting style of government is adequate or if the Town should investigate other forms of government including Representative Town Meeting or Town Council.
- b. Conduct semi-annual audits of all Master Plan action items to chart progress and identify “next steps”.
- c. Set up more regular, formal meetings to share information between the Board of Selectmen and other boards and committees.
- d. Continue the example provided by the Capital Improvements Committee by stating Committees’ decision-making process in formal documents to enhance transparency.
- e. Explore the use of more “service-oriented” tools (e.g. “E-Government”) that help with public information sharing, permitting, fee collection and other essential government functions.

**Objective PSF-4: Coordinate the management of water-based infrastructure in an integrated fashion to ensure a sustainable approach.**

**Actions:**

- a. Develop an Integrated Water Resource Plan for the Town of Seekonk.
- b. Develop an audit of local regulations that looks specifically at the relationship between development standards and impacts to various water resources in the community.

*An Integrated Water Resource Plan is a document that merges all of the water related issues in a community into a single comprehensive set of analyses and investigations. The relationship between water supply, wastewater disposal, stormwater runoff, wetlands, aquatic habitat, climate change, and other water-related issues are examined as a complete system. The plan serves as a foundation for policies related to land use, water conservation, strategic wastewater solutions, conservation, and habitat restoration.*



- c. Examine the effectiveness of applying various scales of wastewater treatment to different areas of Town (e.g., individual septic systems, neighborhood scale systems, centralized facilities, etc.).
- d. Continue to analyze the capacity of the existing municipal water supply against community buildout analyses.
- e. Ensure the requirements of the Non-Point Source Discharge Elimination System (NPDES) permit issued by the Commonwealth of Massachusetts are met.

**Objective PSF-5: Continue to assess and emphasize the need for high quality social services in the community.**

**Actions:**

- a. Include Human Services and the Council on Aging in regular facility updates with the Board of Selectman and the Town Administrator.
- b. Continue to explore ways of expanding transportation services for seniors in order to increase their access to healthy food, recreational opportunities, and social interaction.
- c. Coordinate the efforts and programs of the (future) Senior Center with the school system to identify opportunities to merge programs for children and seniors.
- d. Ensure that families and individuals in need of intervention due to hardship have access to adequate health care, emergency food assistance, and counseling.

An aerial photograph of a large, light-colored building with a dark roof, likely a town hall or municipal building. The building has a central section with a covered entrance and several windows. It is surrounded by a well-maintained lawn and numerous trees. A paved road or driveway curves around the building. The overall scene is lush and green, suggesting a suburban or rural setting.

# **TOWN OF SEEKONK**

## **SERVICES AND FACILITIES**

### **MASTER PLAN ELEMENT**

# ACKNOWLEDGEMENTS

This report would not have been possible without support and participation from the following:

## **Commonwealth of Massachusetts**

The District Local Technical Assistance (DLTA) Program

## **Town of Seekonk**

John J. Aubin III, Town Planner

## **Seekonk Planning Board**

David Sullivan, Jr., Chair

Peter Aguiar

Michael Bourque

Phoebe Lee Dunn

Sandra Foulkes

Bruce Hoch

James Roach

## **SRPEDD**

Sara Brown, Comprehensive Planner

Kevin Ham, Planning Analyst & FAA Certified Drone Pilot

Grant King, AICP, Director of Comprehensive Planning & Housing



**TABLE OF CONTENTS**

Acknowledgements .....2

Key Information .....4

Goal 1: Make Public wastewater (sewer) system available in priority areas .....7

    Strategy 1-1: Reestablish the Seekonk Sewer Planning Committee .....7

    Strategy 1-2: Work with the City of Attleboro to secure wastewater for Seekonk residents along the Attleboro border as well as Baker’s Corner.....8

    Strategy 1-3: Work with the State of Rhode Island and City of East Providence to secure wastewater service for the Route 6 Corridor .....9

Goal 2: Continue to support the Fire and Police Departments .....11

    Strategy 2-1: Finalize the search to hire a new police and fire chief .....11

    Strategy 2-2: Reopen/relocate South End Fire Station.....11

    Strategy 2-3: Hire more fire department staff .....12

Goal 3: Continue to develop and “maintain meaningful information that will help to prioritize investment in municipal facilities and services” .....13

    Strategy 3-1: Continue to advance the Capital Improvements Program .....13

    Strategy 3-2: Continue holding all Department Head staff meetings and providing that information to the community.....14

    Strategy 3-3: Continue to support the Town’s Human Services and Council on Aging Departments .....16

## KEY INFORMATION

### Municipal Facilities & Facility Management

The Town of Seekonk is well served by municipal services and facilities. However, most facilities in town are older than 30 years old, indicating that some may need maintenance and improvement. The two newest facilities are the Public Safety Building and the Fire Station on Pine Street, which were built 2005 and 2013, respectively.

The Capital Improvement Plan actively tries to address all town facility needs. The Municipal Capital Improvement Committee meets regularly to review plans of improvement for all municipal facilities.

Seekonk's water supply is maintained and distributed by the Seekonk Water District, which is

an independent governmental entity.

### Population

Seekonk's population is projected to keep growing. In 2017, the total population was 14,338, with a projected 2040 population of 15,038.<sup>1</sup> The town is expected to grow 5% between 2017 and 2040 (Figure 3).

### School Enrollment

The Town of Seekonk's school enrollment dropped between the years 2012 and 2016, but has since been increasing steadily (Figure 1). With an increase in population and an increase in the number of student enrollments, municipal facilities such as schools need to be updated to accommodate this increase in population.

1 UMass Donahue Institute

### Town Hall



Address: 100 Peck Street

Year Built: 1976

Area: 10,824 sq. ft.

Condition: Fair

Proposal/Plans: None

## Age

The Town of Seekonk has an aging population. In 1990 the median age was 36.1 years old; in 2017 the median age increased 10.2 years to 46.3 years old (Figure 2). Since 2000, the “over 65 years old” population has grown by 50% .

## Town of Seekonk Municipal Facilities Map

The map on the next page displays all the town-owned facilities including, open space and recreation areas. Most of the town-owned facilities are located in the center of town along Route 44.

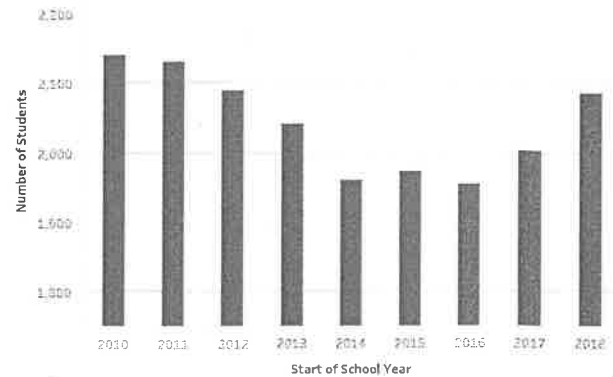
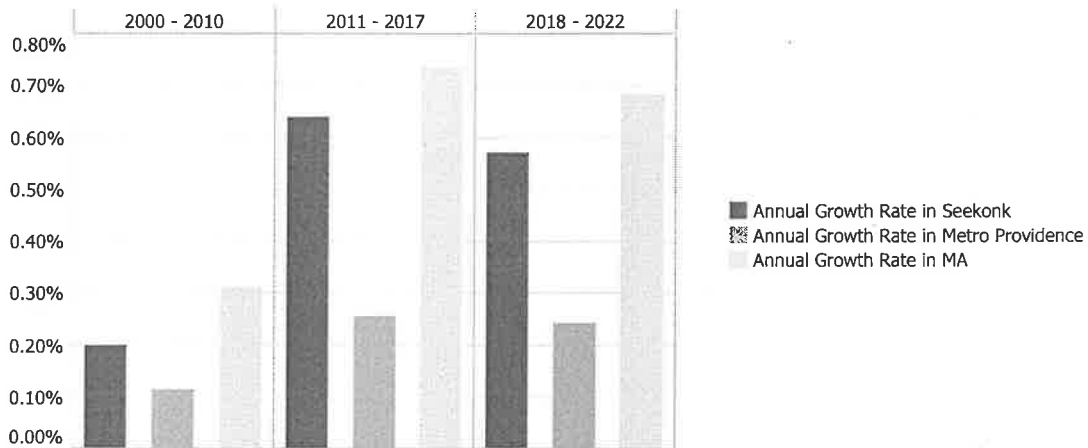


Figure 1: The Town of Seekonk's school enrollment. Source: Massachusetts Department of Education

Location	1990 Median Age	2010 Median Age	2017 Median Age	2022 Median Age
Seekonk	36.1	43.8	46.3	47.3
Metro Providence	-	39.5	40.8	41.5
Massachusetts	33.4	39	40	40.7

Figure 2: Town of Seekonk's median age compared to Metro Providence and Commonwealth of Massachusetts.



Year	Seekonk Population	Change	Years in Interval	Percent Change	Annual Rate for Interval in Seekonk	Annual Rate for Interval in Metro Providence	Annual Rate for Interval in MA	Source
1970	11,116	-	-	-	-	-	-	US Census
1980	12,269	1,153	10	10.4%	1.04%	-	-	US Census
1990	13,046	777	10	6.3%	0.63%	-	-	US Census
2000	13,456	410	10	3.1%	0.31%	-	-	ESRI
2010	13,724	268	10	2.0%	0.20%	0.11%	0.31%	ESRI
2017	14,338	614	7	4.5%	0.64%	0.26%	0.73%	ESRI
2022	14,747	409	5	2.9%	0.57%	0.24%	0.68%	ESRI
2040	15,038	291	18	2.0%	0.11%	-	-	UMDI

Figure 3: Town of Seekonk's population growth compared to Metro Providence and Commonwealth of Massachusetts.



# Town of Seekonk Municipal Facilities

- |   |  |
|---|--|
|  Town Hall                           |  Seekonk Water District                 |
|  Seekonk Public Schools              |  Transfer Station                       |
|  Seekonk Housing Authority           |  Attleboro's Wastewater Treatment Plant |
|  Human Services and Council on Aging |  Interstates                            |
|  Seekonk Public Safety               |  Collectors and Arterials               |
|  Department of Public Works          |  Local Roads                            |
|  Seekonk Public Library              |  |
|  Open Space and Recreation           |  |



December 2019

Data sources: MassGIS, MassDOT, and the Town of Seekonk. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use.

 1 Mile



## GOAL 1: MAKE PUBLIC WASTEWATER (SEWER) AVAILABLE IN PRIORITY AREAS

The Town of Seekonk has no public wastewater collection system; rather, all homes, businesses, and facilities in town use on-site septic systems and cesspools as their wastewater disposal system. As depicted on the map on page 6, the northwestern-most parcel in Seekonk belongs to the City of Attleboro for their wastewater treatment plant; it is one of the locations where the septage from individual septic systems is disposed of.<sup>2</sup> Seekonk has two possible paths to take when deciding to add a public wastewater system. The first path is to propose to work with the City of Attleboro again;<sup>3</sup> the second route is to work with the City of East Providence. The following three strategies provide

<sup>2</sup> 2012 Seekonk Master Plan page 60

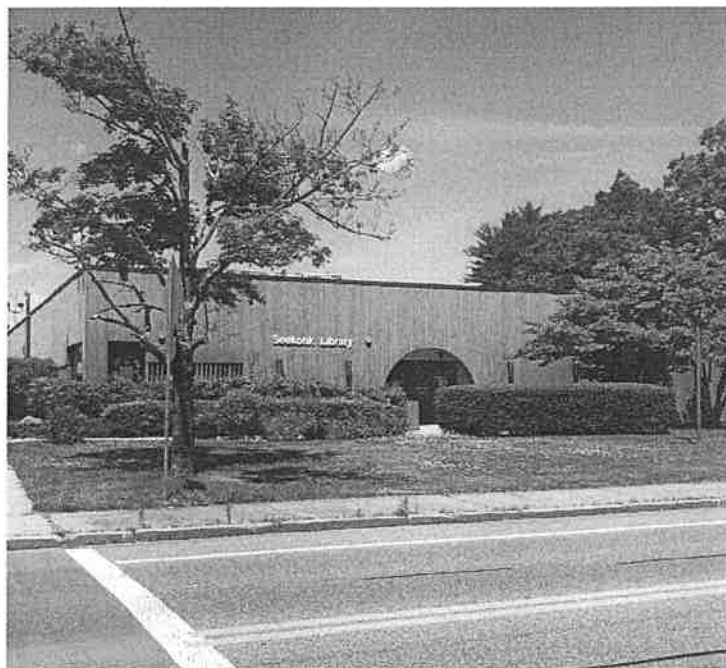
<sup>3</sup> In 1996, the Seekonk Sewer Planning Committee created an Intermunicipal Agreement with the City of Attleboro to add sewer in Seekonk.

options for meeting the Town's goal relating to wastewater.

### Strategy 1-1: Reestablish the Seekonk Sewer Planning Committee

In 1996, the Seekonk Sewer Planning Committee was formed to create an agreement between the Town of Seekonk and the City of Attleboro to extend Attleboro's sewer lines into Seekonk. After conducting a feasibility study, the Committee found that most of the town would benefit economically and environmentally from adding a public wastewater system. Unfortunately, the agreement was turned down in a town ballot vote over cost concerns. After the unsuccessful vote, the Seekonk Sewer Planning Committee disbanded in

#### Seekonk Public Library



Address: 410 Newman Avenue

Year Built: 1978

Area: 14,519 sq. ft.

Condition: Fair

Proposal/Plans: Repairs or replacements to the library in FY2021-FY2022<sup>1</sup>

<sup>1</sup> FY2019-FY2023 Draft Capital Improvement Plan (pg. 26)



May 1997.

In order to renew efforts to add a sewer system in town, the Board of Selectmen should reestablish the Seekonk Sewer Planning Committee with local officials, business owners, and residents as active members. These advocates will help promote the advantages of adding a wastewater system in town and provide supportive information and data. The newly formed Committee should also conduct a new feasibility study to understand and update the benefits and cost of adding wastewater service. Finally, the Committee should host informational sessions that will describe the process with the public.

*Responsible Parties:* Town of Seekonk Board of Selectmen, Town Administrator, Department of Public Works, Board of Health, and Local Business Owners

*Performance Measures:*

- Board of Selectmen reestablishes Seekonk Sewer Planning Committee by the end of 2021.
- Conduct a new feasibility study within a year of the newly reestablished committee (by the end of 2022).

**Strategy 1-2: Work with the City of Attleboro to secure wastewater for Seekonk residents along the Attleboro border as well as Baker's Corner**

The to-be-re-established Sewer Committee should work with the City of Attleboro to create a regional wastewater treatment facility to service the northern part of Seekonk, including Baker's Corner.<sup>4</sup>

Once established, the Seekonk Sewer Planning Committee should review the notes from the 1996

<sup>4</sup> Baker's Corner is featured as a potential mixed-use development in the Seekonk Economic Development Plan.

**Department of Public Works**



Address: 871 Taunton Avenue

Year Built: 1949

Area: 7,000 sq. ft.

Condition: Poor

Proposal/Plans: New DPW Facility in FY2021- FY2022<sup>1</sup>

<sup>1</sup> FY2019-FY2023 Draft Capital Improvement Plan (pg. 28)

efforts to see if the documents can be updated or if these evaluations would need to start from scratch.

*Responsible Parties:* City of Attleboro Mayor's Office, Town of Seekonk Town Administrator, and Department of Public Works

*Performance Measures:*

- Hold an informational session for residents and business owners in the northern part of Seekonk to see if there is interest in adding wastewater.
- Meet with the City of Attleboro to discuss capacity in their wastewater treatment plant.

### **Strategy 1-3: Work with the State of Rhode Island and City of East Providence to secure wastewater service for the Route 6 Corridor**

An Interstate wastewater treatment agreement between the Commonwealth of Massachusetts and the State of Rhode Island would greatly benefit the Town of Seekonk - particularly in support of its Economic Development efforts.<sup>5</sup> The City of East Providence has sewer lines that run up to the Town of Seekonk's border along Route 6. Extending that sewer line into town would catalyze new and higher value growth along that stretch of roadway.

Examples of this kind of agreement are available in New England. The New Hampshire-Vermont Interstate Sewage and Waste Disposal Facilities Compact of 1976 is successful interstate wastewater compact. In their agreement, the states created a wastewater facility to share, with the purpose of not duplicating the cost and effort of creating wastewater treatment facilities in border communities. Their agreement needed to become

<sup>5</sup> Please see the Town of Seekonk Economic Development Plan and Master Plan Economic Development Element Goal 2, page 22.

a law in both states and get approval from the U.S. Congress.<sup>6</sup>

The Seekonk Sewer Planning Committee should review the New Hampshire-Vermont Interstate Sewage and Waste Disposal Facilities Compact to see if it would be a possibility along Route 6.

*Responsible Parties:* MA and RI State Representatives, City of East Providence Mayor's office, Town of Seekonk Town Administrator, Department of Public Health

*Performance Measures:*

- Review the New Hampshire-Vermont Interstate Waste Disposal Facilities Compact.
- Meet with officials from the State of Rhode Island and the City of East Providence to discuss connecting to their sewer line.
- Create a feasibility study for the City of East Providence's wastewater treatment facility to test the facilities capacity.

*Complimentary Strategy:* Economic Development Master Plan Element Goal 2: Secure wastewater service for Route 6 Commercial Corridor.

<sup>6</sup> In 1976, this law was passed in both the House and Senate to become Public Law 94-403.

### **Public Safety Building**



Address: 500 Taunton Avenue

Year Built: 2005

Area: 39,800 sq. ft.

Includes the Fire Station and Police Station

Condition: Good

Proposal/Plans: None

### **North Fire Station**



Address: 30 Pine Street

Year Built: 2013

Area: 2,774 sq. ft.

Condition: Good

Proposal/Plans: None

## GOAL 2: CONTINUE TO SUPPORT THE FIRE AND POLICE DEPARTMENTS

The Town of Seekonk's Fire and Police Department share a facility in the center of town next to Town Hall. The Fire Department also has an additional station in the north side of town on Pine Street.

The following strategies will help guide the town in supporting the public safety department.

### Strategy 2-1: Finalize the search to hire a new police and fire chief

The Seekonk Fire and Police Departments are currently operating under interim chiefs.<sup>7</sup> In August 2019, a search committee made their recommendation for the next fire chief upon the board's approval. Unfortunately, in October 2019, the Board of Selectmen was unsuccessful in negotiating a contract with the proposed new fire chief and agreed to continue the search.

Similarly, in 2019, the search committee for the police chiefs position narrowed the list of candidates from 27 down to 1. They presented their recommendation to the Board of Selectmen, but the board had a 2-3 vote against extending a conditional offer of employment to the candidate.<sup>8</sup>

*John Aubin: What strategies could we suggest they do differently to achieve a different outcome? Is it enough to just state it?*

**Responsible Parties:** Hiring Search Committee and Board of Selectmen

**Performance Measure:**

- Continue the search for both Fire and Police Chiefs

<sup>7</sup> The former Fire Chief retired in April 2019 and the former police chief resigned in July 2019.

<sup>8</sup> Board of Selectmen meeting on October 16, 2019

- Hire new Police and Fire Chiefs by the end of 2020

### Strategy 2-2: Reopen/relocate South End Fire Station

The County Street Fire Station was built in 1946 and is no longer manned. However, most of the fire department calls come from the south end of town. The town conducted a study of fire call volumes between 2009 and 2014. The study showed that the south end of Seekonk received more than 60% of all fire calls between 2011 and 2014. The study also showed that over 56% of all motor vehicle accidents also happen in the south end of town.<sup>9</sup>

In September 2017, the fire chief went in front of the Board of Selectmen to ask for a new south fire station. He reported that, since 2014, there had been 10,788 calls and, of those calls, 5,388 (50%) came from the south end of town.<sup>10</sup> Given these facts and the stated opinions of public safety officials, the town should support the ongoing feasibility study.

**Responsible Parties:** Board of Selectmen and Fire Department

**Performance Measures:**

- Confirm a location for the new station by end of 2021; complete the ongoing Feasibility Study.

<sup>9</sup> South End Fire Station Study ([https://www.seekonk-ma.gov/sites/seekonkma/files/uploads/south\\_end\\_fire\\_station\\_study.pdf](https://www.seekonk-ma.gov/sites/seekonkma/files/uploads/south_end_fire_station_study.pdf))

<sup>10</sup> The Sun Chronicle article "Seekonk officials say fire station needed on south end of town" on September 9, 2017 and Board of Selectmen minutes from September 6, 2017.

- Start construction on the new fire station by end of 2022

### **Strategy 2-3: Hire more fire department staff**

With the addition of a new fire station in the south end of town, the Seekonk Fire Department will need additional staff to man all three fire stations.

In the Chiefs' presentation to the Board of Selectmen in September 2017, he discussed the need to hire more firefighters to reduce the overtime spending. "His goal for the future is to have eleven per group."<sup>11</sup> This would allow proper staffing at the Banna Fire Station in the north, the Public Safety Complex, and at the new fire station in the south end.

Currently, the Seekonk fire department has nine firefighters per group.

11 September 6, 2017 Board of Selectmen Minutes

*Responsible Parties:* Fire Chief, Town Administrator, and Board of Selectmen

*Performance Measures:*

- Start the hiring and budgeting process before the opening of the new South End Fire Station.

### **Animal Control**



Address: 100 Peck Street

Year Built: Currently being built

Area:

Condition: Brand new in 2020

Proposal/Plans: None

## GOAL 3: CONTINUE TO DEVELOP AND “MAINTAIN MEANINGFUL INFORMATION THAT WILL HELP TO PRIORITIZE INVESTMENT IN MUNICIPAL FACILITIES AND SERVICES”

In the 2012 Seekonk Master Plan, Seekonk’s second objective was to develop and “maintain meaningful information”<sup>12</sup> that will help to prioritize investment in municipal facilities and services. Some of these strategies are still ongoing and should be continued as part of this updated Master Plan.

### Strategy 3-1: Continue to advance the Capital Improvements Program

Another action from the previous Master Plan that is still relevant today is to “support the Capital Improvements Committee in their efforts to study individual facilities in a detailed manner and on a

regular basis to inform the Capital Improvements Program (CIP).”<sup>13</sup> The Town still uses a Capital Improvements Program (CIP) to evaluate municipal facilities. The CIP currently coordinates community capital project planning with financial analysis and physical development. It is a rigorous document, that includes evaluation criteria, timelines, and other procedures that aid in these critical investment decisions.

The Municipal Capital Improvements Committee meets on a regular basis to review applications for Capital Improvement projects. Every year, the Committee updates the Five Year Capital Plan.

<sup>12</sup> 2012 Seekonk Master Plan, page 34

<sup>13</sup> 2012 Seekonk Master Plan, page 34

### Seekonk High School



Address: 261 Arcade Avenue

Year Built: 1966

Area: 171,290 sq. ft.

Condition: Fair

Proposal/Plans: None

Capacity: 700 students

Enrolled (2018): 594 students

Nine years ago, the Town of Seekonk hired outside consultants to evaluate town-owned buildings to determine the types of improvements for a Capital Improvement Study. In the study, the team came up with priorities across all the town-owned buildings. Some of the priorities have been addressed, while others still need maintenance. Updating this study can eliminate what has already been accomplished and add new projects that have been identified since the original study.

Supporting the current CIP will help get facility projects onto the Capital Improvement Plan. For example, in FY2021 the town will start to work on building a new DPW facility. The DPW is currently working in a building that is over 60 years old and needs some major repairs.

*Responsible Parties:* Municipal Capital Improvements Committee, Town Administrator,

and Board of Selectmen

*Performance Measures:*

- Continue annual department updating needed for the Five Year Capital Plan
- Conduct an updated Capital Improvement Study by the end of 2021

**Strategy 3-2: Continue holding all Department Head staff meetings and provide that information to the community**

In the 2012 Seekonk Master Plan, one of the objectives was to improve inter-departmental communication and to provide a transparent decision-making process under an efficient government structure that meets community needs. Another objective was to develop a system of regular face-to-face communication in which all departments can report important facility-

**Dr. Kevin Hurley Middle School**



Address: 650 Newman Avenue

Year Built: 1956

Area: 101,598 sq. ft.

Condition: Fair

Proposal/Plans: None

Capacity: 700 students

Enrolled (2018): 506 students

### **George Martin Elenentary School**



Address: 445 Cole Street

Year Built: 1956

Area: 101,598 sq. ft.

Condition: Fair

Proposal/Plans: None

Capacity: 700 students

Enrolled (2018): 506 students

### **Mildred Aiken Elementary School**



Address: 165 Newman Avenue

Year Built: 1959

Area: 51,847 sq. ft.

Condition:

Proposal/Plans: School expansion to add 10 classrooms

Capacity: 600 students

Enrolled (2018): 431 students



and service-related information to the Board of Selectmen and the Town Administrator.

Seekonk started having a Department Head staff meeting that includes all the department heads to discuss what was going on in each department. This type of meeting is helpful for each department to know what is going on in town within the other busy departments in Town. In addition to holding these regular meetings, the town should distribute information that comes from the Department Heads directly to the community so that the public is aware of what is going on within Town Departments and in town, in general. Creating a short news announcement on the website that consists of public information coming out of these department head meetings would get the community involved. It would also build support for necessary Town-meeting votes and avoid conflict created when residents are "surprised" by

new initiatives.

*Responsible Parties:* Town Administrator and Department Heads

*Performance Measures:*

- Newsletter after Department Head meetings
- Update the webpage
- Invite residents of the town to participate in Department Head meetings once every quarter

### **Council on Aging/Senior Center**



Address: 540 Arcade Avenue

Year Built: 1974

Area: 8,982 sq. ft.

Condition: Fair

Proposal/Plans: Phase II of Senior Center Renovations<sup>1</sup>

<sup>1</sup> Fall town meeting vote to appropriate \$1,477,938 to pay for Phase II of the renovations November 18, 2019.

**Seekonk Commons - Seekonk Housing Authority**



Address: 25 Chappell Street

Year Built: 1976

Area: 42,110 sq. ft.

Condition: Fair

Proposal/Plans:

Number of Units: 72 Units





Planning Board  
100 PECK STREET  
SEEKONK, MASSACHUSETTS 02771  
1-508-336-2961

### MEMORANDUM

To: Seekonk Planning Board  
From: John J. Aubin III, Town Planner  
Date: September 28, 2021  
Re: Master Plan update workshop: Transportation

---

As part of the on going effort to update the Seekonk Master Plan it is respectfully requested that the Planning Board conduct a work session on the Transportation Element of the Seekonk Master Plan. A copy of the current Transportation Element from the 2012 Mater Plan is attached. Substantively the plan is divided into two main sections; a summary of formative issues and goals analyzing specific areas of concern/ focus regarding the transportation system in Seekonk including:

1. Roadways and Intersection Safety,
  2. Traffic Circulation,
  3. Transportation Demand Management (TDM) and Development Mitigation, and
  4. Walking and biking,
  5. Public Transportation,
  6. Funding for Transportation Improvements, and
  7. Transportation Infrastructure and Placemaking,
- as well as, a set of Objective and Actions for the element.

The 2012 Master Plan included the following Objective (Goals) and provided specific implementation actions for the Transportation element as noted below:

1. Minimize frequency and severity of accidents as high-incident locations through:
  - a. Coordination with the State on projects that involve high accident locations and lobbying for specific improvements to address identified accident patterns,
  - b. Identification of high accident locations that are not part of current projects and initiate studies to identify potential safety improvements,
  - c. Continued coordination with SRPEDD to conduct safety studies and implement recommended actions, and
  - d. Identification of geometric and traffic control improvements to improve safety at high accident locations and lobbying for funds for such improvements

2. Optimization of the ability of the existing roadways to service the transportation needs of the community through:
  - a. Pursuant of intersections improvements at Route 44 and Route 114A including dedicated left turn lanes,
  - b. Review of “complete streets” policies from other towns in MA and throughout the U.S. and development of a guidance document for use on local projects to allow multi-modal uses on roadways,
  - c. Incorporation of standards into local regulations for providing “off street” connections within commercial centers to minimize unnecessary egress onto arterial roads,
  - d. Incorporation of standards into local regulations providing for site design techniques allowing better bicycle and pedestrian circulation,
  - e. Minimization and strategic location of curb cuts to minimize conflict points,
  - f. The sustaining of rural character of roadways by implementing traffic calming strategies in appropriate locations, and
  - g. The use of traffic calming techniques to discourage cut-through traffic on neighborhood streets.
3. Minimize traffic demand generated by new development through:
  - a. Requiring traffic impact analysis for new development and require 3<sup>rd</sup> party peer review for large scale developments at the cost of the developer, and
  - b. Expansion of acceptable traffic management and mitigation measures including TDM and/ or non-infrastructure items and provide credits for these mechanisms through zoning and subdivision provisions.
4. Improvements to pedestrian and bicycle amenities Town-wide through:
  - a. Development of a long-term sidewalk enhancement plan,
  - b. Encouragement of walking and biking to the school, recreation department and through employer TDM programs,
  - c. Development of walking and cycling paths that connect activity areas and link to other alternate transport networks,
  - d. Maintenance of prompt snow removal from pedestrian and bicycle amenities,
  - e. Development of subdivision regulations to provide new neighborhood trails and improve access to existing trails,
  - f. Identification of key locations for new/ additional bike rack and pedestrian bench installations,
  - g. Identification of roadways with sufficient width to stripe bike lanes; analysis of such location and implementation of bike lanes where appropriate,
  - h. Leveraging of Safe routes to School program to promote healthy travel to and from all schools, and
  - i. Establishment of standard criteria for marking crosswalks potentially referencing the *Manual on Uniform Traffic Control Devices*.
5. Increased use of the public transportation system through:
  - a. Provision of shelters, benches, and bike racks at bus stops,
  - b. Provision of an increased number of park and ride lots to enhance connectivity to public transportation,
  - c. Conduct of a town wide survey of public transportation needs and issues,

- d. Investigation into various forms of public transportation to service the Route 6 commercial area and seeking funding for the identified best option(s), and
- e. Coordinate with RIPTA, GATRA, and SRPEDD to improve public transportation across the State border and facilitate connections between GATRA and RIPTA services.
- 6. Aggressive pursuit of funding for transportation projects through:
  - a. Application for grants through SRPEDD,
  - b. Enhancement of the ability to access funds through the TIP (or other state and federal funding sources for transportation projects) through investment in data collection, improvement studies, or preliminary design, and
  - c. Seeking grants for non-motorized forms of transportation.
- 7. Integration of the Town's transportation infrastructure into a "place-making" approach through:
  - a. Identification of potential gateway locations and development of gateway design concepts,
  - b. Initiation of community/ commercial participation to maintain gateways (e.g. Adopt-A-Spot),
  - c. Provision of welcome signs at gateways. Consideration of alternative and creative materials for the signs, such as plantings,
  - d. Improvement to landscape design and streetscapes at gateway locations while maintaining clear sightlines,
  - e. Initiation of a photo library of potential candidates for scenic roadways using Town GIS,
  - f. Establishment of standards and/ or incentives for appropriate levels of streetscape improvements for new development and redevelopment in the different zoning districts, and
  - g. Reconsideration of adoption of a Scenic roads By-law by Town Meeting.

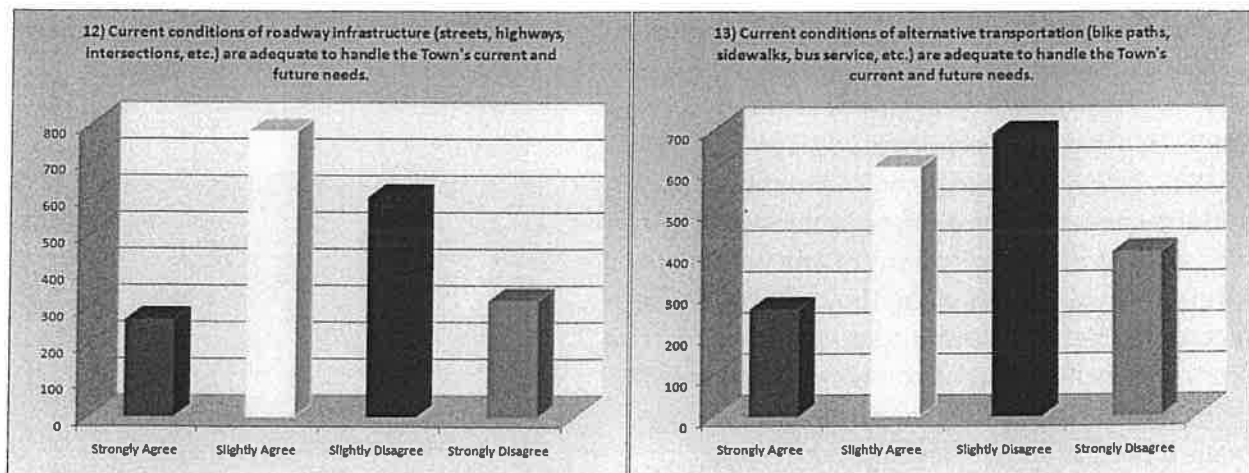
A number of the actions identified in the 2012 Master Plan have been implemented and/or are ongoing efforts by various public bodies and departments in Town. This office will review the goals and actions and respectfully requests the Planning Board, after the work session, review the 2012 goals and actions in consideration of their continued inclusion of all or part of the 2012 goals and actions in the updated Master Plan and well as any additional objectives or actions the Planning Board may deem appropriate to include. No formal vote of the Planning Board is required at this time.

Thank you.

## The Transportation Element

The Transportation Element of the Community Master Plan deals with circulation of all types and in all areas of the Town of Seekonk. Automobiles, school and transit buses, emergency vehicles, bicycles and pedestrians are all part of a network in the Town that may include a casual stroll to the corner store or access to the highway for a morning commute. As with many suburban communities across the country, most of Seekonk's transportation network was planned and constructed during a time when the automobile was the primary focus for design. Sprawling auto-oriented development led to wide roads conducive to higher travel speeds, which moved the community further away from the more "walkable" development patterns that remain in the oldest neighborhoods. As communities begin to better understand the environmental, fiscal, and social impacts of continued suburban sprawl (and gasoline prices threaten to rise to record levels) more traditional community design and associated transportation networks are being recognized as a sustainable alternative. A balanced approach to moving automobiles along with bicyclists and pedestrians is showing significant rewards for communities across the country with strong positive indicators for environmental, public, economic, and fiscal health.

Public opinion regarding the current transportation network in Town showed moderate agreement that roadway conditions may be adequate for vehicles, but not other forms of transportation. According to the community-wide survey, a slight majority of residents (53%) agree that current conditions of roadway infrastructure (streets, highways, intersections, etc.) are adequate to handle the Town's current and future needs. Relative to "alternative" modes of transportation, over half of residents responded that current conditions of alternative transportation (bike paths, sidewalks, bus service, etc.) are not adequate to handle the Town's current and future needs.



In the public forum discussions, participants voiced strong opinions about the transportation network. The ability of the Town to maintain its roadways was commended, but participants identified many design details that need to be strengthened within the community as development and redevelopment continue. Improvements to streetscapes in the form of

better sidewalks, signage and street trees were identified as critical elements missing from places like Baker's and Luther's Corners. The inability to access multiple sites in the Route 6 retail district was seen as a detriment not only to the quality of the shopping experience, but also as a hindrance to economic growth. A Town-wide bicycle and trail network was identified as a future amenity and major improvement for all residents' quality of life. The integrated "multi-modal" and "design-based" perspectives articulated in these intensive discussions clearly communicated that many residents and officials look forward to a more integrated approach to transportation planning in Seekonk.

## Formative Issues and Goals

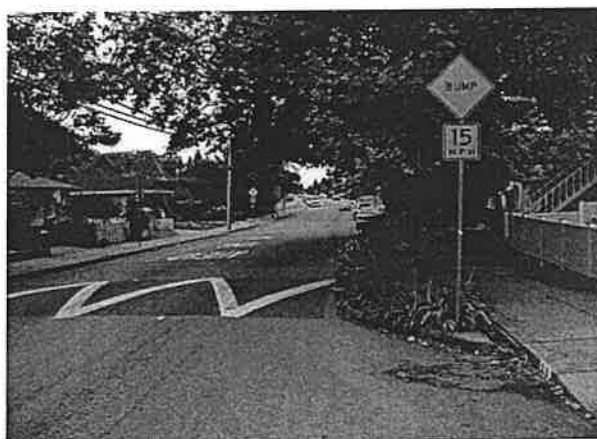
### Roadway and Intersection Safety

Through review of traffic related data, several roadway and intersection areas of Seekonk demonstrated potentially hazardous conditions. The intersections of Fall River Avenue (Route 6) with Commerce Way and with Mink Street (Route 114A), both ranked high on MassDOT's and SRPEDD's lists of most unsafe intersections. According to a SRPEDD study of "red light running" based on 2006-2008 crash data, two intersections showed high percentages of crashes being attributed to drivers running red lights: Taunton Avenue (Route 44) and Arcade Avenue; and Taunton Avenue (Route 44) and Fall River Avenue (Route 114A). Twenty-six percent and 40% of crashes, respectively, were caused by running red lights at those intersections.<sup>1</sup>

### Traffic Circulation

Available data indicate that traffic growth in Seekonk has slowed, with approximately 1% overall growth over the past 10 years. Despite the slowed growth, congestion continues to be an issue for some roadways and intersections in Seekonk with increased pressure on roads like Taunton Avenue (Route 44) and Fall River Avenue (Route 6). Also, north/south travel on roads like 114A continues to become more congested and make travel during peak hours very unpleasant.

SRPEDD's Route 44 Corridor Study, completed in 2011, includes traffic recommendations to address congestion and safety problems, as well as the traffic implications of anticipated future redevelopment along the corridor. These recommendations provide a set of concrete strategies including: interconnected driveways; limited curb access; and the strategic placement of curb cuts for future development along Taunton Avenue. Notably, the neighboring City of East Providence also recently completed traffic assessments of Taunton Avenue within their jurisdiction, creating a unique opportunity for collaboration across the State line.



*Speed bumps in residential areas like these can help mitigate impacts from "cut through" traffic.*  
*www.pedbikeimages.org (Dan Burden)*

<sup>1</sup> *Red Light Running in Southeastern Massachusetts, SRPEDD, 2004.*



Another significant traffic circulation issue in Seekonk comes from “cut-through travel” when motorists perceive neighborhood routes as a way to avoid congestion on adjacent roadways and decrease travel time. In these situations, traffic calming measures including vertical deflections (e.g. speed humps, speed tables) and horizontal shifts (e.g. chicanes, neighborhood traffic circles) can be effective means to deter cut-through traffic and should be considered for implementation. Driver feedback signs, e.g., radar speed limit signs, can also be effective in traffic calming. Locations in the Town identified as candidates for traffic calming measures include:

- Prospect Street and Read Street;
- Luther Street and Spring Street; and
- Olney Street, Hammond Street between Route 6 and Route 44.

### Transportation Demand Management and Development Mitigation

Towns often require mitigation measures from developers for impacts to transportation facilities. Mitigation measures for development impacts to transportation facilities must be reasonably related and proportional to said impacts. A conventional example could be the Town requiring a shopping center developer to add a traffic signal (with traffic signal preemption) at the entrance of the proposed development to manage new volumes and flows of traffic. However, along with targeted traffic improvements to particular roadways and intersections, transportation demand management (TDM) is also an instrument for mitigating traffic demand related to new development. TDM considers the larger transportation profile that affects an area and associated mitigation therefore uses a more incremental and systemic approach. These mechanisms allow for transportation mitigation on a cumulative process, providing developers with an opportunity to contribute toward a larger scale transportation improvement vision. TDM shows a stronger recognition of the land use/transportation link and integrates planning of those two elements into a single process. Development of a new park-and-ride facility, accommodations for bicyclists, and pedestrian connections to other sites are examples of TDM measures that could be integrated into a development proposal to contribute to the long-term sustainability of a transportation network.



*Wherever possible, street design should take advantage of opportunities to incorporate bike lanes and pedestrian features for a more “complete street.”*

*[www.pedbikeimages.org](http://www.pedbikeimages.org) (Dan Burden)*

### Walking and Bicycling

Walking and bicycle travel are alternative transportation modes with minimal negative impacts in terms of traffic and the environment. Non-motorized modes like walking and bicycling can be a viable

mode for shorter trips<sup>2</sup> and they are key elements in the broader concept of “complete streets.” The complete streets perspective is distinct from the conventional notion of streets that are designed exclusively for automobile travel. Instead, these streets are designed in a way that responds to community context, are inclusive of users of all ages and abilities, and offer a variety of transportation options. The benefits of more complete streets are numerous; some of the most significant include: increased safety, health and accessibility, total transportation capacity, and economic competitiveness.<sup>3</sup> Further information about the benefits of complete streets and guidance for developing policies is available from the National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org)).

A critical element to the complete streets concept is the sidewalk, which forms the backbone of an effective pedestrian network. Although some areas in Seekonk have adequate sidewalks, these pedestrian facilities are lacking in many areas throughout the Town or are inadequately designed. Pedestrian connections between adjacent developments are frequently missing, making walking less attractive or infeasible for those potentially short trips. Most existing sidewalks in Seekonk today do not comply with the Americans with Disabilities Act (ADA) standards.

Similar to walking, bicycle travel can be a viable mode for shorter commutes and utilitarian and recreational trips. The Town’s roadways currently do not accommodate bicyclists and exclusive facilities such as dedicated bike paths do not exist. SRPEDD has identified several potential facilities on the western side of the Town. The East Junction railroad bed is suggested for construction of a multiuse path to accommodate bicyclists, along with connecting on-street facilities to the west on Newman Avenue to Brook Avenue and into Pawtucket, and on to the north on several roadways connecting to Attleboro. Newman Avenue is also a candidate for bicycle



*New designs in roadway striping like these “sharrows” are becoming a common approach to increasing opportunities for bicyclists. [www.pedbikeimages.org](http://www.pedbikeimages.org) (Lyubov Zuyeva)*

lanes, due to the width of the existing shoulders and its ability to serve north-south commuter bicycle traffic. Connections to the regional bicycle network (Mansfield bike path, the Blackstone River Bikeway, and the Ten Mile River Greenway in Rhode Island) are also identified in SRPEDD’s 2012 Transportation Plan as potentially viable opportunities for bicycle amenities.

<sup>2</sup> According to the 2009 National Household Travel Survey conducted by US DOT, nearly 20% of total personal travel consists of trips that are 1 mile or less, and 40% are 3 miles or less. Furthermore, for each non-motorized commute trip, there are estimated to be 9 other utilitarian trips and 10 recreation trips by non-motorized modes (<http://nhts.ornl.gov>).

<sup>3</sup> “Introduction to Complete Streets,” National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org))

## **Public Transportation**

In light of the elimination of the Greater Attleboro Taunton Regional Transit Authority's (GATRA) Bus Route #19 along Route 44 and current fiscal constraints, opportunities for significant expansion of public transportation in Seekonk are limited. The extension of Route #16 or creation of a new fixed-route to bring service to other parts of Seekonk is unlikely to generate enough ridership to be cost-effective for GATRA without significant investment or subsidy by others. A more flexible route/van service may be a more efficient means of providing public transportation options in this area. The most likely ridership attractor would be the major retail centers of the Route 6 corridor.

Many Seekonk residents travel to jobs in Rhode Island, yet GATRA cannot provide service across the State border under current federal regulations. Likewise, the Rhode Island Public Transit Agency (RIPTA) cannot provide service into Massachusetts. While this reality is not ideal for communities such as Seekonk, which have substation interstate commutes, the best available alternative is to promote coordination of routes and schedules between the two transit agencies to facilitate transfers for riders that must cross the State border. Pedestrian enhancements, including sidewalk improvements and possible wayfinding signage, should be explored to facilitate transfer between GATRA Route #16 at Central Plaza and RIPTA Routes #76 and #77 on Central Avenue and Benefit Street in Pawtucket. The possibility of locating the stops closer to one another should also be explored.

## **Funding for Transportation Improvements**

Funding for transportation improvements is an ongoing struggle for all municipalities with many in Massachusetts relying on the State Transportation Improvement Program (TIP). Current priorities for funding in Seekonk include:

- Signal and geometric improvements at Taunton Avenue (Route 44) and Arcade Avenue.
- Potential exclusive left turn lanes and protected left turn signal phasing at Taunton Avenue (Route 44) and Fall River Avenue (Route 114A).
- Study of Newman Avenue and Arcade Avenue intersection to determine if it meets warrants for signalization.

The ability to access funds through the TIP (or other federal and state grants for transportation improvements) can be enhanced through smaller investment by the community in data collection, improvement studies, or preliminary design.

## **Transportation Infrastructure and Place-Making**

Roadways are often an integral part of how people experience a place and Seekonk has diverse opportunities to accentuate this relationship between transportation infrastructure and places of unique character. In its less developed areas, Seekonk has several roadways that communicate the rural tradition of the Town with scenic features such as specimen trees, stone walls, and "soft" street edges. Recognizing these resources, Seekonk has considered, but not

passed, a local bylaw that would provide additional protections for these roadways through a “scenic” designation. In its village areas, Seekonk manages to maintain a few streetscapes that remind visitors and residents of more traditional neighborhood streets that once served (and could serve again) as vibrant public gathering places. Further, Seekonk has several “gateway roads” where travelers from neighboring communities could be welcomed with landscaping, signs, islands or other features that establish a sense of place and identity when crossing the Town, and sometimes State, line.

## Objectives and Actions

### Objective T-1: Minimize frequency and severity of accidents at high-incident locations.

#### Actions:

- a. Coordinate with the State on projects that involve high accident locations and lobby for specific improvements to address the accident patterns.
- b. Identify high accident locations that are not part of ongoing projects and initiate studies to identify potential safety improvements.
- c. Continue to utilize and pursue the services of SRPEDD to conduct safety studies. Implement corresponding actions in response to the findings. For example, increase enforcement at high-accident locations that exhibit high red light running.
- d. Identify geometric and traffic control improvements to improve safety at high-accident locations and lobby for funding of these improvements.

*Site Design standards that could improve pedestrian and bicycle circulation include:*

- *Requirements for pedestrian and bicycle ways across property frontage;*
- *Requirements for building placement to be complementary to surrounding structures;*
- *Requirements for bicycle parking or storage for new development; and*
- *Striping and alternative surfaces within parking areas and travel lanes to enhance pedestrian safety.*

### Objective T-2: Optimize the ability of existing roadways to service the transportation needs of the community.

#### Actions:

- a. Pursue intersection improvements at Route 44/Route 114A, including dedicated left-turn lanes.
- b. Review “complete streets” policies from other towns in MA and throughout the U.S. and develop a guidance document for use on local projects to allow multi-modal uses on roadways.
- c. Incorporate standards into local regulations for providing “off-street” connections within commercial centers to minimize unnecessary egress onto arterial roads.
- d. Incorporate standards into local regulations

*Alternative mitigation measures for traffic impacts could include the following:*

- *Constructing off-site traffic related improvements;*
- *Providing bicycle or pedestrian amenities; and*
- *Documenting car-sharing incentives;*
- *Development of transit related facilities.*

- that require site design techniques for better bicycle and pedestrian circulation.
- e. Minimize and strategically place curb cuts to minimize conflict points.
- f. Sustain rural character of roadways by implementing traffic calming strategies in appropriate locations.
- g. Use traffic calming techniques to discourage cut-through traffic on neighborhood streets.

**Objective T-3: Minimize traffic demand generated by new development.**

**Actions:**

- a. Require traffic impact studies for new developments. For large scale developments, implement peer reviews of traffic studies to be paid by developer to ensure accuracy and completeness of studies.
- b. Expand acceptable traffic management and mitigation measures to include TDM and/or non-infrastructure items and provide credits for these mechanisms through zoning and subdivision provisions.

*A Town-wide sidewalk enhancement program would provide a framework for identifying deficient pedestrian links, building new sidewalks, and prioritizing improvements of existing sidewalks. The enhancement program could be staged over a ten-year period to ease the associated budget and labor requirements. In developing the program, priorities for sidewalk improvements should be set with consideration of:*

- *Potential use;*
- *ADA compliance;*
- *Right-of-way requirements;*
- *Town and regional pedestrian connections; and*
- *Multi-modal transportation connections.*

**Objective T-4: Improve pedestrian and bicycle amenities Town-wide.**

**Actions:**

- a. Develop and implement a long-term sidewalk enhancement program.
- b. Encourage walking and biking through the school and recreation departments and through employer TDM programs.
- c. Develop walking and cycling paths that connect activity areas and link to other alternative transportation networks.
- d. Maintain prompt snow removal of pedestrian and bicycle amenities.
- e. Develop subdivision regulations to provide new neighborhood trails and improve access to existing trails.
- f. Identify key locations for new/additional bike rack and pedestrian bench installations.
- g. Identify roadways with sufficient width to stripe bike lanes; analyze these locations, and implement bike lanes where appropriate.
- h. Leverage the Safe Routes to School program to promote healthy travel to and from all schools including.
- i. Establish standard criteria for marking crosswalks, potentially referencing the *Manual on Uniform Traffic Control Devices*.

**Objective T-5: Increase use of the public transportation system.**

**Actions:**

- a. Provide shelters, benches and bike racks at bus stops.
- b. Increase the number of park and ride lots to enhance connectivity to public transportation.
- c. Conduct a Town survey of public transportation needs and issues.
- d. Investigate various forms of public transportation to service the Route 6 commercial area and seek funding to implement the best option(s).
- e. Coordinate with RIPTA, GATRA, and SRPEDD to improve public transportation across the State border and facilitate connections between GATRA and RIPTA services.

**Objective T-6: Aggressively pursue funding for transportation projects.**

**Actions:**

- a. Apply for grants through SRPEDD.
- b. Enhance the ability to access funds through the TIP (or other federal and state grants for transportation improvements) through investment in data collection, improvement studies, or preliminary design.
- c. Seek grants to promote non-motorized forms of transportation.

**Objective T-7: Integrate transportation infrastructure into a “place-making” approach.**

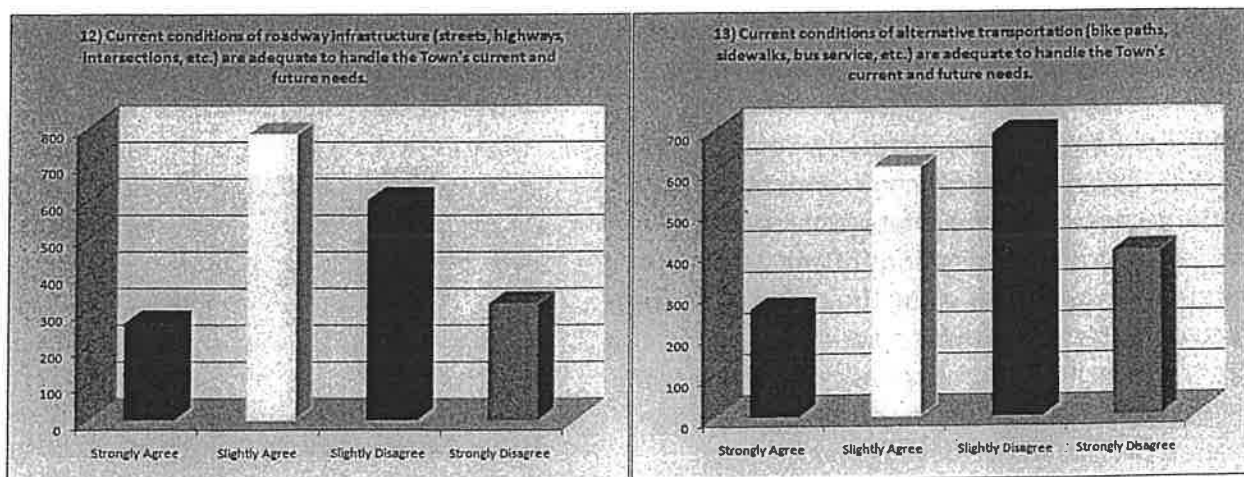
**Actions:**

- a. Identify potential gateway locations and develop gateway design concepts.
- b. Initiate community/commercial participation to maintain gateways (e.g., Adopt-a-Spot).
- c. Provide welcome signs at gateways. Consider alternative and creative materials for the signs, such as plantings.
- d. Improve landscape design and streetscapes at gateway locations while maintaining clear sight lines.
- e. Initiate a photo inventory of potential candidates for scenic roadways using Town GIS.
- f. Establish standards and/or incentives for appropriate levels of streetscape improvements for new development and redevelopment in different zoning districts.
- g. Revisit the Scenic Roads Bylaw and reintroduce to Town Meeting.

## The Transportation Element

The Transportation Element of the Community Master Plan deals with circulation of all types and in all areas of the Town of Seekonk. Automobiles, school and transit buses, emergency vehicles, bicycles and pedestrians are all part of a network in the Town that may include a casual stroll to the corner store or access to the highway for a morning commute. As with many suburban communities across the country, most of Seekonk's transportation network was planned and constructed during a time when the automobile was the primary focus for design. Sprawling auto-oriented development led to wide roads conducive to higher travel speeds, which moved the community further away from the more "walkable" development patterns that remain in the oldest neighborhoods. As communities begin to better understand the environmental, fiscal, and social impacts of continued suburban sprawl (and gasoline prices threaten to rise to record levels) more traditional community design and associated transportation networks are being recognized as a sustainable alternative. A balanced approach to moving automobiles along with bicyclists and pedestrians is showing significant rewards for communities across the country with strong positive indicators for environmental, public, economic, and fiscal health.

Public opinion regarding the current transportation network in Town showed moderate agreement that roadway conditions may be adequate for vehicles, but not other forms of transportation. According to the community-wide survey, a slight majority of residents (53%) agree that current conditions of roadway infrastructure (streets, highways, intersections, etc.) are adequate to handle the Town's current and future needs. Relative to "alternative" modes of transportation, over half of residents responded that current conditions of alternative transportation (bike paths, sidewalks, bus service, etc.) are not adequate to handle the Town's current and future needs.



In the public forum discussions, participants voiced strong opinions about the transportation network. The ability of the Town to maintain its roadways was commended, but participants identified many design details that need to be strengthened within the community as development and redevelopment continue. Improvements to streetscapes in the form of

better sidewalks, signage and street trees were identified as critical elements missing from places like Baker's and Luther's Corners. The inability to access multiple sites in the Route 6 retail district was seen as a detriment not only to the quality of the shopping experience, but also as a hindrance to economic growth. A Town-wide bicycle and trail network was identified as a future amenity and major improvement for all residents' quality of life. The integrated "multi-modal" and "design-based" perspectives articulated in these intensive discussions clearly communicated that many residents and officials look forward to a more integrated approach to transportation planning in Seekonk.

## Formative Issues and Goals

### Roadway and Intersection Safety

Through review of traffic related data, several roadway and intersection areas of Seekonk demonstrated potentially hazardous conditions. The intersections of Fall River Avenue (Route 6) with Commerce Way and with Mink Street (Route 114A), both ranked high on MassDOT's and SRPEDD's lists of most unsafe intersections. According to a SRPEDD study of "red light running" based on 2006-2008 crash data, two intersections showed high percentages of crashes being attributed to drivers running red lights: Taunton Avenue (Route 44) and Arcade Avenue; and Taunton Avenue (Route 44) and Fall River Avenue (Route 114A). Twenty-six percent and 40% of crashes, respectively, were caused by running red lights at those intersections.<sup>1</sup>

### Traffic Circulation

Available data indicate that traffic growth in Seekonk has slowed, with approximately 1% overall growth over the past 10 years. Despite the slowed growth, congestion continues to be an issue for some roadways and intersections in Seekonk with increased pressure on roads like Taunton Avenue (Route 44) and Fall River Avenue (Route 6). Also, north/south travel on roads like 114A continues to become more congested and make travel during peak hours very unpleasant.

SRPEDD's Route 44 Corridor Study, completed in 2011, includes traffic recommendations to address congestion and safety problems, as well as the traffic implications of anticipated future redevelopment along the corridor. These recommendations provide a set of concrete strategies including: interconnected driveways; limited curb access; and the strategic placement of curb cuts for future development along Taunton Avenue. Notably, the neighboring City of East Providence also recently completed traffic assessments of Taunton Avenue within their jurisdiction, creating a unique opportunity for collaboration across the State line.



*Speed bumps in residential areas like these can help mitigate impacts from "cut through" traffic.*  
[www.pedbikeimages.org](http://www.pedbikeimages.org) (Dan Burden)

<sup>1</sup> Red Light Running in Southeastern Massachusetts, SRPEDD, 2004.



Another significant traffic circulation issue in Seekonk comes from “cut-through travel” when motorists perceive neighborhood routes as a way to avoid congestion on adjacent roadways and decrease travel time. In these situations, traffic calming measures including vertical deflections (e.g. speed humps, speed tables) and horizontal shifts (e.g. chicanes, neighborhood traffic circles) can be effective means to deter cut-through traffic and should be considered for implementation. Driver feedback signs, e.g., radar speed limit signs, can also be effective in traffic calming. Locations in the Town identified as candidates for traffic calming measures include:

- Prospect Street and Read Street;
- Luther Street and Spring Street; and
- Olney Street, Hammond Street between Route 6 and Route 44.

### **Transportation Demand Management and Development Mitigation**

Towns often require mitigation measures from developers for impacts to transportation facilities. Mitigation measures for development impacts to transportation facilities must be reasonably related and proportional to said impacts. A conventional example could be the Town requiring a shopping center developer to add a traffic signal (with traffic signal preemption) at the entrance of the proposed development to manage new volumes and flows of traffic. However, along with targeted traffic improvements to particular roadways and intersections, transportation demand management (TDM) is also an instrument for mitigating traffic demand related to new development. TDM considers the larger transportation profile that affects an area and associated mitigation therefore uses a more incremental and systemic approach. These mechanisms allow for transportation mitigation on a cumulative process, providing developers with an opportunity to contribute toward a larger scale transportation improvement vision. TDM shows a stronger recognition of the land use/ transportation link and integrates planning of those two elements into a single process. Development of a new park-and-ride facility, accommodations for bicyclists, and pedestrian connections to other sites are examples of TDM measures that could be integrated into a development proposal to contribute to the long-term sustainability of a transportation network.



*Wherever possible, street design should take advantage of opportunities to incorporate bike lanes and pedestrian features for a more “complete street.”*  
[www.pedbikeimages.org](http://www.pedbikeimages.org) (Dan Burden)

### **Walking and Bicycling**

Walking and bicycle travel are alternative transportation modes with minimal negative impacts in terms of traffic and the environment. Non-motorized modes like walking and bicycling can be a viable

mode for shorter trips<sup>2</sup> and they are key elements in the broader concept of “complete streets.” The complete streets perspective is distinct from the conventional notion of streets that are designed exclusively for automobile travel. Instead, these streets are designed in a way that responds to community context, are inclusive of users of all ages and abilities, and offer a variety of transportation options. The benefits of more complete streets are numerous; some of the most significant include: increased safety, health and accessibility, total transportation capacity, and economic competitiveness.<sup>3</sup> Further information about the benefits of complete streets and guidance for developing policies is available from the National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org)).

A critical element to the complete streets concept is the sidewalk, which forms the backbone of an effective pedestrian network. Although some areas in Seekonk have adequate sidewalks, these pedestrian facilities are lacking in many areas throughout the Town or are inadequately designed. Pedestrian connections between adjacent developments are frequently missing, making walking less attractive or infeasible for those potentially short trips. Most existing sidewalks in Seekonk today do not comply with the Americans with Disabilities Act (ADA) standards.

Similar to walking, bicycle travel can be a viable mode for shorter commutes and utilitarian and recreational trips. The Town’s roadways currently do not accommodate bicyclists and exclusive facilities such as dedicated bike paths do not exist. SRPEDD has identified several potential facilities on the western side of the Town. The East Junction railroad bed is suggested for construction of a multiuse path to accommodate bicyclists, along with connecting on-street facilities to the west on Newman Avenue to Brook Avenue and into Pawtucket, and on to the north on several roadways connecting to Attleboro. Newman Avenue is also a candidate for bicycle



New designs in roadway striping like these “sharrows” are becoming a common approach to increasing opportunities for bicyclists. [www.pedbikeimages.org](http://www.pedbikeimages.org) (Lyubov Zuyeva)

lanes, due to the width of the existing shoulders and its ability to serve north-south commuter bicycle traffic. Connections to the regional bicycle network (Mansfield bike path, the Blackstone River Bikeway, and the Ten Mile River Greenway in Rhode Island) are also identified in SRPEDD’s 2012 Transportation Plan as potentially viable opportunities for bicycle amenities.

<sup>2</sup> According to the 2009 National Household Travel Survey conducted by US DOT, nearly 20% of total personal travel consists of trips that are 1 mile or less, and 40% are 3 miles or less. Furthermore, for each non-motorized commute trip, there are estimated to be 9 other utilitarian trips and 10 recreation trips by non-motorized modes (<http://nhts.ornl.gov>).

<sup>3</sup> “Introduction to Complete Streets,” National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org))

## **Public Transportation**

In light of the elimination of the Greater Attleboro Taunton Regional Transit Authority's (GATRA) Bus Route #19 along Route 44 and current fiscal constraints, opportunities for significant expansion of public transportation in Seekonk are limited. The extension of Route #16 or creation of a new fixed-route to bring service to other parts of Seekonk is unlikely to generate enough ridership to be cost-effective for GATRA without significant investment or subsidy by others. A more flexible route/van service may be a more efficient means of providing public transportation options in this area. The most likely ridership attractor would be the major retail centers of the Route 6 corridor.

Many Seekonk residents travel to jobs in Rhode Island, yet GATRA cannot provide service across the State border under current federal regulations. Likewise, the Rhode Island Public Transit Agency (RIPTA) cannot provide service into Massachusetts. While this reality is not ideal for communities such as Seekonk, which have substantial interstate commutes, the best available alternative is to promote coordination of routes and schedules between the two transit agencies to facilitate transfers for riders that must cross the State border. Pedestrian enhancements, including sidewalk improvements and possible wayfinding signage, should be explored to facilitate transfer between GATRA Route #16 at Central Plaza and RIPTA Routes #76 and #77 on Central Avenue and Benefit Street in Pawtucket. The possibility of locating the stops closer to one another should also be explored.

## **Funding for Transportation Improvements**

Funding for transportation improvements is an ongoing struggle for all municipalities with many in Massachusetts relying on the State Transportation Improvement Program (TIP). Current priorities for funding in Seekonk include:

- Signal and geometric improvements at Taunton Avenue (Route 44) and Arcade Avenue.
- Potential exclusive left turn lanes and protected left turn signal phasing at Taunton Avenue (Route 44) and Fall River Avenue (Route 114A).
- Study of Newman Avenue and Arcade Avenue intersection to determine if it meets warrants for signalization.

The ability to access funds through the TIP (or other federal and state grants for transportation improvements) can be enhanced through smaller investment by the community in data collection, improvement studies, or preliminary design.

## **Transportation Infrastructure and Place-Making**

Roadways are often an integral part of how people experience a place and Seekonk has diverse opportunities to accentuate this relationship between transportation infrastructure and places of unique character. In its less developed areas, Seekonk has several roadways that communicate the rural tradition of the Town with scenic features such as specimen trees, stone walls, and "soft" street edges. Recognizing these resources, Seekonk has considered, but not

passed, a local bylaw that would provide additional protections for these roadways through a “scenic” designation. In its village areas, Seekonk manages to maintain a few streetscapes that remind visitors and residents of more traditional neighborhood streets that once served (and could serve again) as vibrant public gathering places. Further, Seekonk has several “gateway roads” where travelers from neighboring communities could be welcomed with landscaping, signs, islands or other features that establish a sense of place and identity when crossing the Town, and sometimes State, line.

## Objectives and Actions

### Objective T-1: Minimize frequency and severity of accidents at high-incident locations.

#### Actions:

- a. Coordinate with the State on projects that involve high accident locations and lobby for specific improvements to address the accident patterns.
- b. Identify high accident locations that are not part of ongoing projects and initiate studies to identify potential safety improvements.
- c. Continue to utilize and pursue the services of SRPEDD to conduct safety studies. Implement corresponding actions in response to the findings. For example, increase enforcement at high-accident locations that exhibit high red light running.
- d. Identify geometric and traffic control improvements to improve safety at high-accident locations and lobby for funding of these improvements.

*Site Design standards that could improve pedestrian and bicycle circulation include:*

- Requirements for pedestrian and bicycle ways across property frontage;
- Requirements for building placement to be complementary to surrounding structures;
- Requirements for bicycle parking or storage for new development; and
- Striping and alternative surfaces within parking areas and travel lanes to enhance pedestrian safety.

### Objective T-2: Optimize the ability of existing roadways to service the transportation needs of the community.

#### Actions:

- a. Pursue intersection improvements at Route 44/Route 114A, including dedicated left-turn lanes.
- b. Review “complete streets” policies from other towns in MA and throughout the U.S. and develop a guidance document for use on local projects to allow multi-modal uses on roadways.
- c. Incorporate standards into local regulations for providing “off-street” connections within commercial centers to minimize unnecessary egress onto arterial roads.
- d. Incorporate standards into local regulations

*Alternative mitigation measures for traffic impacts could include the following:*

- Constructing off-site traffic related improvements;
- Providing bicycle or pedestrian amenities; and
- Documenting car-sharing incentives;
- Development of transit related facilities.

- that require site design techniques for better bicycle and pedestrian circulation.
- e. Minimize and strategically place curb cuts to minimize conflict points.
- f. Sustain rural character of roadways by implementing traffic calming strategies in appropriate locations.
- g. Use traffic calming techniques to discourage cut-through traffic on neighborhood streets.

**Objective T-3: Minimize traffic demand generated by new development.**

**Actions:**

- a. Require traffic impact studies for new developments. For large scale developments, implement peer reviews of traffic studies to be paid by developer to ensure accuracy and completeness of studies.
- b. Expand acceptable traffic management and mitigation measures to include TDM and/or non-infrastructure items and provide credits for these mechanisms through zoning and subdivision provisions.

*A Town-wide sidewalk enhancement program would provide a framework for identifying deficient pedestrian links, building new sidewalks, and prioritizing improvements of existing sidewalks. The enhancement program could be staged over a ten-year period to ease the associated budget and labor requirements. In developing the program, priorities for sidewalk improvements should be set with consideration of:*

- Potential use;
- ADA compliance;
- Right-of-way requirements;
- Town and regional pedestrian connections; and
- Multi-modal transportation connections.

**Objective T-4: Improve pedestrian and bicycle amenities Town-wide.**

**Actions:**

- a. Develop and implement a long-term sidewalk enhancement program.
- b. Encourage walking and biking through the school and recreation departments and through employer TDM programs.
- c. Develop walking and cycling paths that connect activity areas and link to other alternative transportation networks.
- d. Maintain prompt snow removal of pedestrian and bicycle amenities.
- e. Develop subdivision regulations to provide new neighborhood trails and improve access to existing trails.
- f. Identify key locations for new/additional bike rack and pedestrian bench installations.
- g. Identify roadways with sufficient width to stripe bike lanes; analyze these locations, and implement bike lanes where appropriate.
- h. Leverage the Safe Routes to School program to promote healthy travel to and from all schools including.
- i. Establish standard criteria for marking crosswalks, potentially referencing the *Manual on Uniform Traffic Control Devices*.

**Objective T-5: Increase use of the public transportation system.**

**Actions:**

- a. Provide shelters, benches and bike racks at bus stops.
- b. Increase the number of park and ride lots to enhance connectivity to public transportation.
- c. Conduct a Town survey of public transportation needs and issues.
- d. Investigate various forms of public transportation to service the Route 6 commercial area and seek funding to implement the best option(s).
- e. Coordinate with RIPTA, GATRA, and SRPEDD to improve public transportation across the State border and facilitate connections between GATRA and RIPTA services.

**Objective T-6: Aggressively pursue funding for transportation projects.**

**Actions:**

- a. Apply for grants through SRPEDD.
- b. Enhance the ability to access funds through the TIP (or other federal and state grants for transportation improvements) through investment in data collection, improvement studies, or preliminary design.
- c. Seek grants to promote non-motorized forms of transportation.

**Objective T-7: Integrate transportation infrastructure into a "place-making" approach.**

**Actions:**

- a. Identify potential gateway locations and develop gateway design concepts.
- b. Initiate community/commercial participation to maintain gateways (e.g., Adopt-a-Spot).
- c. Provide welcome signs at gateways. Consider alternative and creative materials for the signs, such as plantings.
- d. Improve landscape design and streetscapes at gateway locations while maintaining clear sight lines.
- e. Initiate a photo inventory of potential candidates for scenic roadways using Town GIS.
- f. Establish standards and/or incentives for appropriate levels of streetscape improvements for new development and redevelopment in different zoning districts.
- g. Revisit the Scenic Roads Bylaw and reintroduce to Town Meeting.



Planning Board  
100 PECK STREET  
SEEKONK, MASSACHUSETTS 02771  
1-508-336-2961

**MEMORANDUM**

To: Seekonk Planning Board  
From: John J. Aubin III, Town Planner  
Date: September 28, 2021  
Re: Master Plan update workshop: Land Use Element kick off

---

Attached please find materials that have been prepared by the Southeast Regional Planning and Economic Development District (SRPEDD) in conjunction with the kick off of the effort to update the Land Use Element of the Seekonk Master Plan. As part of the kick off SRPEDD will be providing an overview of the land use element and will be introducing on-line public participation tools that have been developed to assist in the effort. A follow up work session is scheduled for November 23, 2021 to review the results of the public outreach efforts and an initial draft of the element.

Thank you.



# PLEASE JOIN US

For an introduction to  
the Land Use Element  
of the Master Plan.


Tuesday Sept. 28, 2021 7PM  
at the Planning Board Meeting  
Board of Selectmen's  
Chambers at Town Hall



## SEEKONK LAND USE ELEMENT



# Town of Seekonk Master Plan Land Use Element



# Agenda

- What is SRPEDD's role
- Timeline
- What Past Documents Say
- Current Zoning
- Current Land Use
- Build Out
- Example Goals and Strategies
- Website
- Activities
- Questions to Think About

# What is SRPEDD's Role?



Listen to you



Understand your goals  
and priorities

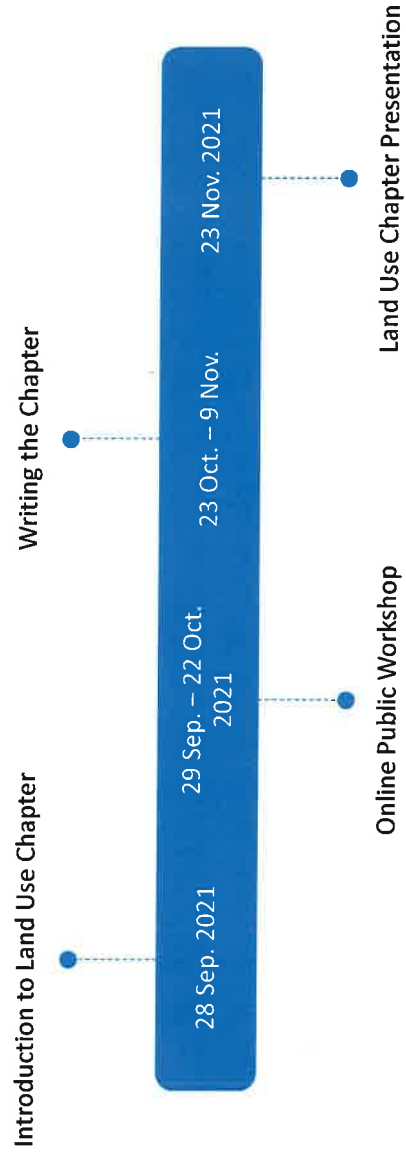


Gather, analyze, and  
present information



Help make a plan that  
responds to your goals

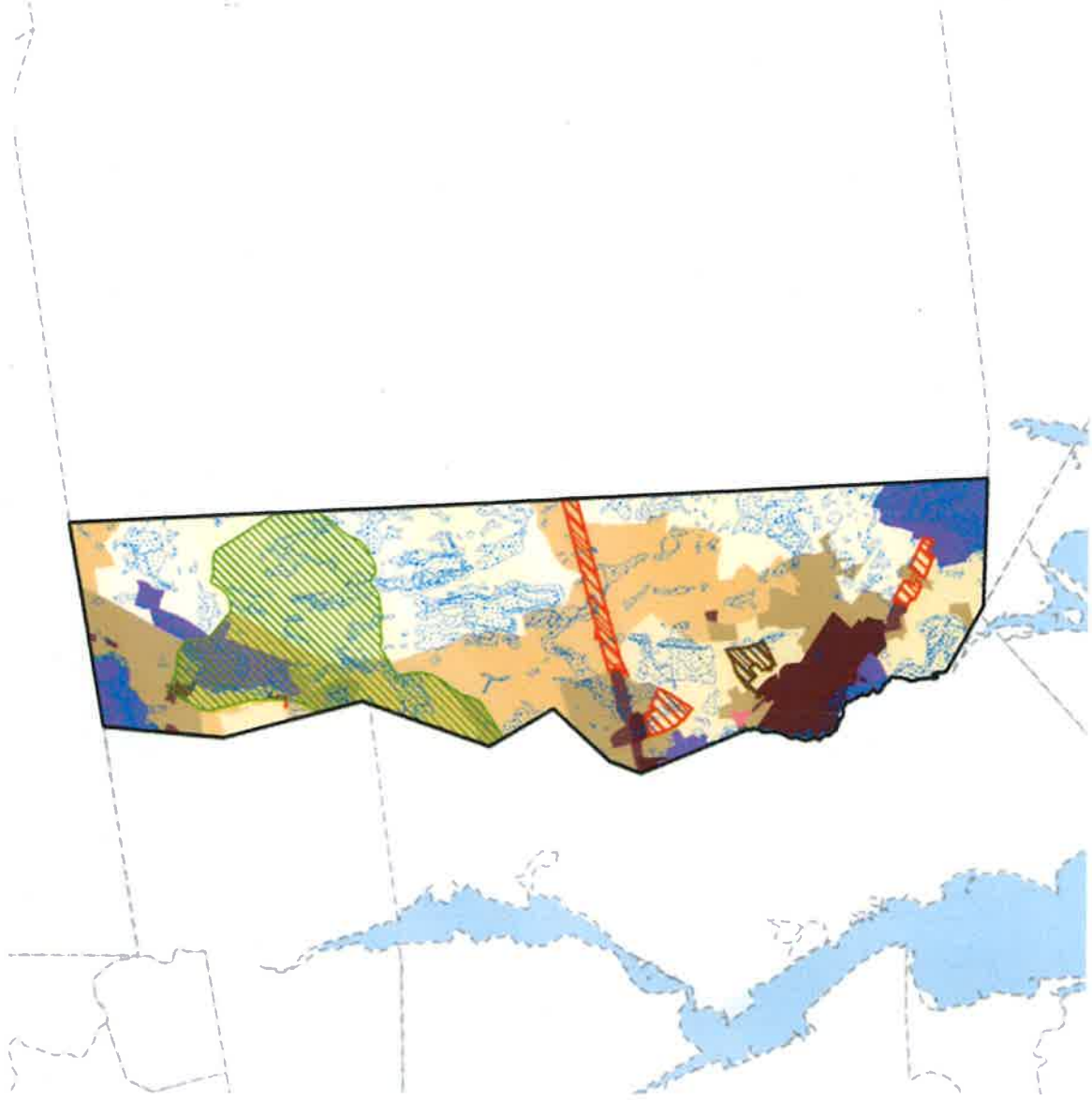
# Timeline



# Past Planning Goals

- Revitalize Seekonk's designated Villiage areas (MP 2012)
- Preserve Seekonk's Rural Character (OSRP 2021)
- Promote more multi-family, rental housing, and accessory apartments in selected areas of Seekonk (HPP 2010)
- Consider development bonuses that could be used as part of a TDR program (SCR 2013)
- Maintain Seekonk's environmental resources and community character in Rural Residential areas (MP 2012)

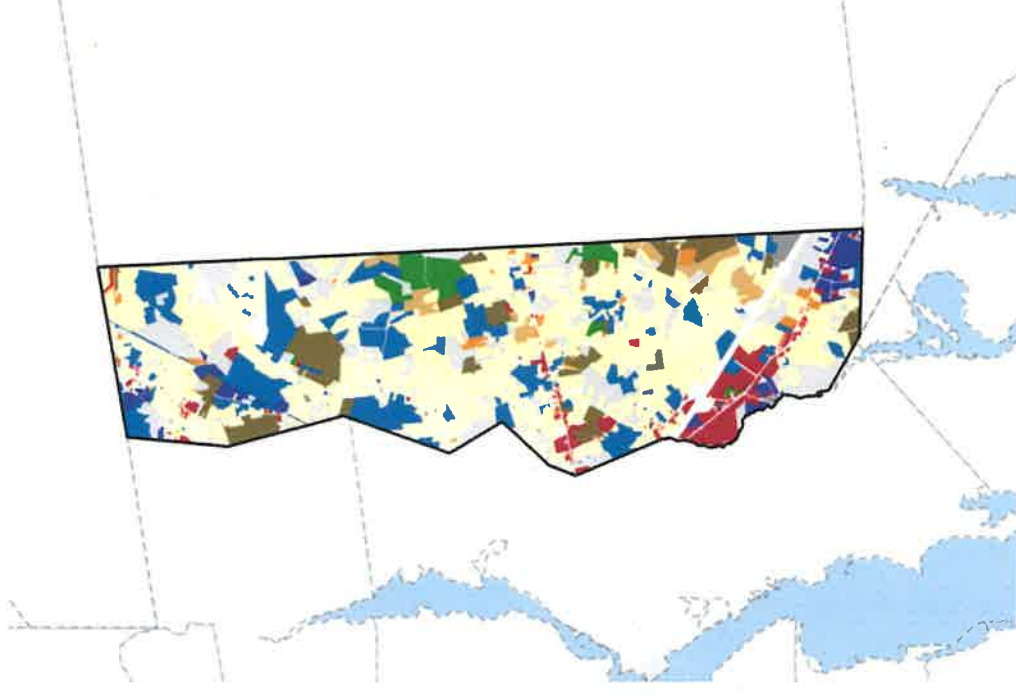
# Current Zoning



## Current Land Use

---

- Residential – 54.3%
- Apartments – 9.1%
- Mixed-Use – 0.9%
- Office – 0.2%
- Commercial – 2.9%
- Industrial – 1.8%
- Institutional – 8.7%
- Agriculture – 1.5 %
- Open Space – 1.6%
- Vacant – 9.1%



Build Out



# Example Goals and Strategies

Goals		Strategies	
Utilize	Utilize Effective Zoning Practices And Other Regulations To Shape Lakeville's Future Growth. (Lakeville Master Plan)	Create	Create Zoning Districts That Encourage Mixed-Use Village Type Development In Specific Locations. (Lakeville Master Plan)
Pursue	Pursue Economic Development In Strategic Sites (Marion Master Plan)	Conduct	Conduct further parking surveys of retail centers to inform infill development and zoning changes (Seekonk Economic Development Plan)
Modernize	Modernize the town's zoning bylaw to meet the Town's priorities on growth and preservation. (Norton Master Plan)	Develop	Develop Design Guidelines For General Business Area (And Any Future Commercially-Zoned Areas) To Ensure That New Development Matches The Community Character. (Berkley Master Plan)

# Public Engagement



Visit the website



Participate in the  
mapping exercise

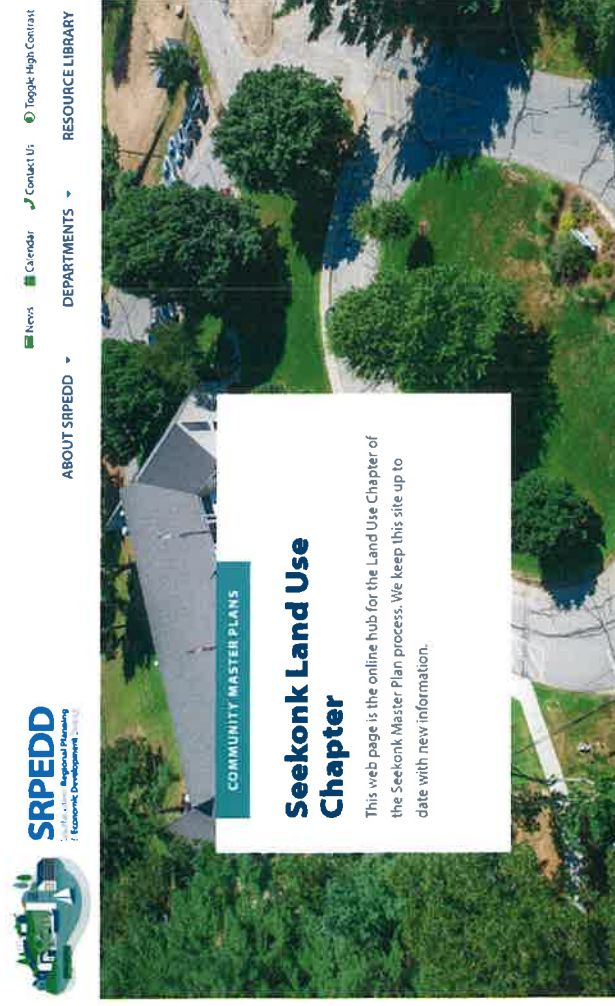


Leave a  
comment



Attend Office  
Hours

# Website



[www.srpedd.org/seekonk-land-use](http://www.srpedd.org/seekonk-land-use)

# Mapping Exercise



<https://arcg.is/WT94g>

# Comment Card

## Seekonk Land Use Element Public Comment Card

Please leave us any comments you have about the Seekonk Land Use Element currently under production by SRPED.

[Sign in to Google](#) to save your progress. [Learn more](#)

★ Required

Comment \*

Your answer

What is your name?

Your answer

What is your email address, so that we can respond to your comment and send you updates about the project?

Your answer

Submit

Clear form

Never submit passwords through Google Forms



## Questions to think about

---

What type of development is right for Seekonk?

---

Which areas in Seekonk are appropriate for future growth?

---

Which areas in town where no more growth should occur?

---

Which areas are most important to preserve, enhance, or transform?

---

Are there parts of town that you would describe as rural or urban?